

Message Text

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ACTION EB-11

INFO OCT-01 EUR-25 ISO-00 CAB-09 CIAE-00 COME-00 DODE-00

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FM AMEMBASSY OTTAWA

TO SECSTATE WASHDC IMMEDIATE 1712

INFO ALL AMCONSULS IN CANADA

UNCLAS SECTION 1 OF 2 OTTAWA 2186

E.O. 11652: N/A

TAGS: ETRD, CA

SUBJECT: CIVAIR: ROUTE NEGOTIATIONS - MARCHANE PRESS CONFERENCE

II.

1. FOLLOWING IS TEXT OF OPENING STATEMENT MADE BY TRANSPORT
MINISTER JEAN MARCHAND AT PRESS CONFERENCE AFTERNOON SEPTEMBER 11.

BEGIN TEXT

BECAUSE OF THE INTENSE INTEREST THAT HAS BEEN EXPRESSED IN
RECENT MONTHS WITH RESPECT TO THE NEGOTIATIONS WHICH HAVE
BEEN TAKING PLACE BETWEEN CANADA/U.S. ON SCHEDULED AND CHARTERED
AIR SERVICES AND PRE-CLEARANCE, I HAVE DECIDED TO CALL THIS
PRESS CONFERENCE THIS AFTERNOON TO DISCUSS THE ACHIEVEMENTS
THAT HAVE BEEN MADE IN THESE AREAS TO DATE. YESTERDAY THE HEADS
OF THE CANADIAN/AMERICAN NEGOTIATING TEAMS WERE ABLE TO
ANNOUNCE THEY HAD ACHIEVED AN AGREEMENT IN PRINCIPLE ON THE
ADDITION OF NEW SCHEDULED AIR ROUTES BETWEEN OUR TWO
COUNTRIES AND TO CONTINUE PRE-CLEARANCE ON A RECIPROCAL BASIS.

NEGOTIATIONS WERE TOUGH AND COMPLEX. ALWAYS AT THE FOREFRONT,
HOWEVER, WAS OUR MUTUAL GOAL OF BETTER AIR SERVICES FOR THE
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TRAVELLING AIR PUBLIC AND A FAIR AND EQUITABLE ARRANGEMENT FOR

THE AVIATION INDUSTRIES OF OUR COUNTRIES. I THINK THESE AGREEMENTS HAVE ACHIEVED THIS OBJECTIVE AND REFLECT THAT THE MUTUAL DEVELOPMENT OF TRANSPORTATION SYSTEMS BETWEEN CANADA AND THE UNITED STATES CAN BE A MEANS OF IMPROVING COMMUNICATIONS AND FOSTERING A GREATER UNDERSTANDING BETWEEN OUR TWO COUNTRIES. THESE NEW AIR AGREEMENTS MUST BE RATIFIED BY BOTH THE GOVERNMENTS OF CANADA AND THE UNITED STATES BEFORE THEY CAN BE IMPLEMENTED.

I AM SURE YOU WILL RECALL THAT AT MY PRESS CONFERENCE ON APRIL 26TH I EMPHASIZED THAT WE WERE PREPARED TO DISCUSS ARRANGEMENTS FOR CONTINUING AND EXPANDING PRE-CLEARANCE IF THIS COULD BE ACHIEVED IN A PRACTICAL AND NON-DISCRIMINATORY MANNER. I WAS VERY PLEASED TO SEE THAT IN THEIR STATEMENTS YESTERDAY THE HEADS OF THE TWO NEGOTIATING TEAMS WERE ABLE TO INDICATE THAT AGREEMENT HAS BEEN REACHED FOR THE ESTABLISHMENT OF PRE-CLEARANCE FACILITIES BY CANADA IN THE U.S. FOR CANADA-BOUND TRAVELLERS AND FOR THE EXTENSION OF SUCH FACILITIES TO SERVE ADDITIONAL CANADIAN CITIES WHERE TRANSBORDER FLIGHTS TAKE PLACE.

THE U.S. PRE-CLEARANCE PROGRAM NOW IN OPERATION IN MONTREAL, TORONTO, WINNIPEG AND VANCOUVER WILL CONTINUE. IT ALLOWS U.S. - BOUND PASSENGERS TO PASS U.S. IMMIGRATION AND CUSTOM CONTROLS BEFORE BOARDING PLANES INSTEAD OF WHEN THEY ARRIVE AT THEIR DESTINATION. THE NEW AGREEMENT WILL ALLOW CANADIAN CUSTOMS AND IMMIGRATION OFFICERS TO EXAMINE CANADA-BOUND TRAVELLERS IN THE U.S. SHOULD AIR CARRIERS WISH TO EXERCISE THIS OPTION.

IT IS PROPOSED THAT THIS NEW AGREEMENT WILL SIGNIFICANTLY EXPAND THE AGREEMENT WITH THE UNITED STATES WHICH CAME INTO FORCE IN 1966. THE 1966 AGREEMENT CLEARLY STATED THAT THE GEOGRAPHICAL SITUATION OF THE TWO COUNTRIES, INCLUDING THE LOCATION OF THEIR MAIN CENTRES OF POPULATION, COUPLED WITH THE CLOSE RELATIONSHIP BETWEEN THE PEOPLE OF OUR TWO COUNTRIES CREATED A SITUATION WHICH WAS UNIQUE IN CIVIL AVIATION. BASED ON THIS PREMISE, THE ROUTE STRUCTURE WHICH CAME INTO FORCE IN 1966 WAS ESTABLISHED ON ACTUAL AND POTENTIAL TRAFFIC BETWEEN OUR TWO COUNTRIES. AT THAT TIME WE JOINTLY STRESSED THAT THE ROUTES SHOULD BE OPERATED ON A BASIS OF AN EQUITABLE

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EXCHANGE OF ECONOMIC BENEFITS TO OUR TWO COUNTRIES AND RECOGNIZED THAT IN THE FUTURE THERE WOULD BE A NEED TO EXPAND THE ROUTE NETWORK.

BASED ON THE OBVIOUS NEED TO UP-DATE THE OLD AGREEMENT NEITHER COUNTRY WANTED TO PARTICIPATE IN A NEW AGREEMENT WHICH WOULD BE ECONOMICALLY DETRIMENTAL TO HER OWN COUNTRY. I THINK I AM SAFE TO SAY, HOWEVER, THAT PARAMOUNT AT ALL TIMES

WAS THE MUTUAL OBJECTIVE OF PROVIDING THE TRAVELLING AIR PUBLIC
OF BOTH OUR COUNTRIES WITH THE BEST POSSIBLE DIRECT AIR SERVICE

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WHEN YOU LOOK AT THE PRESENT TRANSBORDER AIR ROUTE NETWORK
AND THEN ADD ON THE NEW AIR ROUTES WHICH HAVE BEEN NEGOTIATED
IN THIS NEW AGREEMENT, I THINK THAT ON BALANCE IT IS EQUITABLE
FOR BOTH OUR COUNTRIES AND THAT IT LOOKS FAR ENOUGH INTO THE
FUTURE TO TAKE CARE OF CURRENT AND FUTURE TRAFFIC DEMANDS.
THE PACKAGE INCLUDES A SIGNIFICANT EXPANSION OF AIR LINKS FROM
AND TO EASTERN CANADA.

AT THE WESTERN ECONOMIC OPPORTUNITIES CONFERENCE I STRESSED
THAT WE WERE INTENT UPON IMPROVING AIR COMMUNICATIONS IN
WESTERN CANADA TO AND FROM THE UNITED STATES. A MAJOR HIGHLIGHT
OF THIS AGREEMENT IS THAT WESTERN CANADIAN CITIES WILL BE
GIVEN A DRAMATIC INCREASE IN SERVICE TO POINTS NORTH AND SOUTH
AND FROM COAST TO COAST IN THE UNITED STATES.

THE CHARTS WHICH YOU SEE ON EITHER SIDE OF ME ARE AN ATTEMPT
TO DEMONSTRATE VISUALLY THE OVERALL IMPACT ON THE AIR SERVICE
NETWORK BETWEEN CANADA AND THE UNITED STATES OF THE ROUTES
INCLUDED IN THIS NEW AGREEMENT. TO MY RIGHT IS A SUMMARY OF THE
EXISTING ROUTES WHICH ARE SERVED BY THE CANADIAN AND U.S.
CARRIERS. TO MY LEFT IS A SUMMARY OF THE NEW ROUTES WHICH WILL

BE ADDED AS A RESULT OF THESE NEGOTIATIONS.

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I SHOULD PERHAPS ADD THAT OUR NEGOTIATING TEAM HAS GIVEN VERY CAREFUL ATTENTION TO THE TIMING AT WHICH THESE ROUTES SHOULD BE INTRODUCED. AS WE WILL BE ABLE TO EXPLAIN TO YOU IN A FEW MINUTES, NEW ROUTES FOR THE CANADIAN AND U.S. CARRIERS WILL BE INTRODUCED IN A PHASED MANNER OVER THE NEXT FIVE YEARS. AT THE END OF THAT PERIOD, BOTH CANADIAN AND U.S. CARRIERS WILL BE OPERATING SERVICES ON A NUMBER OF THE MOST HEAVILY PATRONIZED ROUTES, BUT AT AN EARLIER DATE, SERVICE TO THE TRAVELLING PUBLIC WILL BE AVAILABLE BY A CARRIER FROM ONE OR THE OTHER OF OUR TWO COUNTRIES.

TO REALLY GET THE PICTURE THE AGREEMENT MUST BE VIEWED IN MANY WAYS. IT'S MOST IMPORTANT FACET IS THAT IT WILL PROVIDE EASY ACCESS TO AND FROM THE UNITED STATES FOR THE TRAVELLING AIR PUBLIC. IT ALSO PROVIDES FOR WELL BALANCED SOURCES OF REVENUE FOR U.S. AND CANADIAN CARRIERS AND IT WILL PROVIDE INCREASED EMPLOYMENT FOR CANADIANS.

THE EXPANDED AIR ROUTE AGREEMENT TOGETHER WITH AN EXTENSION OF THE PRECLEARANCE PROGRAM IN BOTH CANADA AND THE UNITED STATES WILL MAKE A SIGNIFICANT CONTRIBUTION TO INCREASE TRADE, TOURISM AND COMMUNICATIONS BETWEEN OUR TWO COUNTRIES WHICH I HOPE WILL BE DEVELOPED STILL FURTHER IN THE YEARS TO COME.

IT SHOWS THAT IN COMPLEX ISSUES SUCH AS THESE BILATERAL AIR AGREEMENTS THAT ECONOMIC INTERESTS CAN BE RESOLVED AT THE NEGOTIATING TABLE IN TERMS OF PEOPLE AS WELL AS DOLLARS AND CENTS.

BESIDES MY OWN OFFICERS, I HAVE WITH ME HERE TODAY, TO DISCUSS ANY TECHNICAL QUESTIONS WHICH YOU MAY HAVE, MR. MICHEL DUPUY, WHO HEADED UP THE CANADIAN NEGOTIATING TEAM.

END OF TEXT

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